

2 Revisions to the Draft EIR

This section includes the revisions to the Draft EIR. These revisions have been made in response to comments or based on MTC staff and consultant review. These revisions appear here by chapter in the order they appear in the Draft EIR. Text additions appear in underline and text deletions appear in ~~strikeout~~.

MTC has refined the Draft 2001 Regional Transportation Plan based upon agency and public comments. MTC Resolution 3427 adopts the 2001 Regional Transportation Plan, and details the major and minor revisions to the Draft 2001 Regional Transportation Plan (see Appendix G). The changes to the RTP as described in MTC Resolution 3427 do not alter the conclusions presented in the Draft EIR regarding significant environmental impacts or mitigation measures.

CHAPTER 1.1: INTRODUCTION AND STUDY APPROACH

Revise Text as Follows:

Page 1-6, Blueprint 2 Alternative bullet, second sentence:

Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc.

CHAPTER 1.2: OVERVIEW OF THE PROPOSED 2001 REGIONAL TRANSPORTATION PLAN

Revise Text as Follows:

Page 1-16, Project Description section, Financial Assumptions subsection, first paragraph, second sentence:

Total estimated revenues over the next 25 years amounts to \$87.4 ~~\$81.6~~ billion, and constitutes the financial resources available for the 2001 RTP.

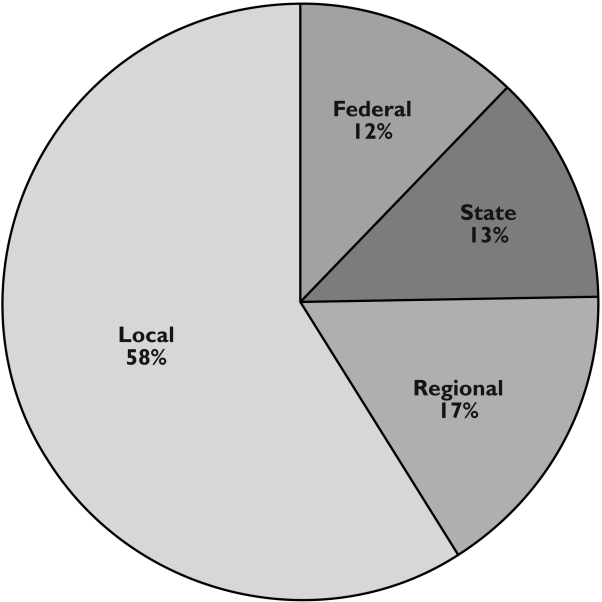
Page 1-16, Project Description section, Financial Assumptions subsection, second paragraph:

Of the total ~~\$87.4~~ ~~\$81.6~~ billion in revenues over the next 25 years, ~~\$78.8~~ ~~\$73.9~~ billion is committed to specific uses. The remaining ~~\$8.6~~ ~~\$7.7~~ billion in uncommitted funds is referred to as "Track 1", and is the focus of the 2001 RTP decisions for the current update.

Revise Figures as Follows:

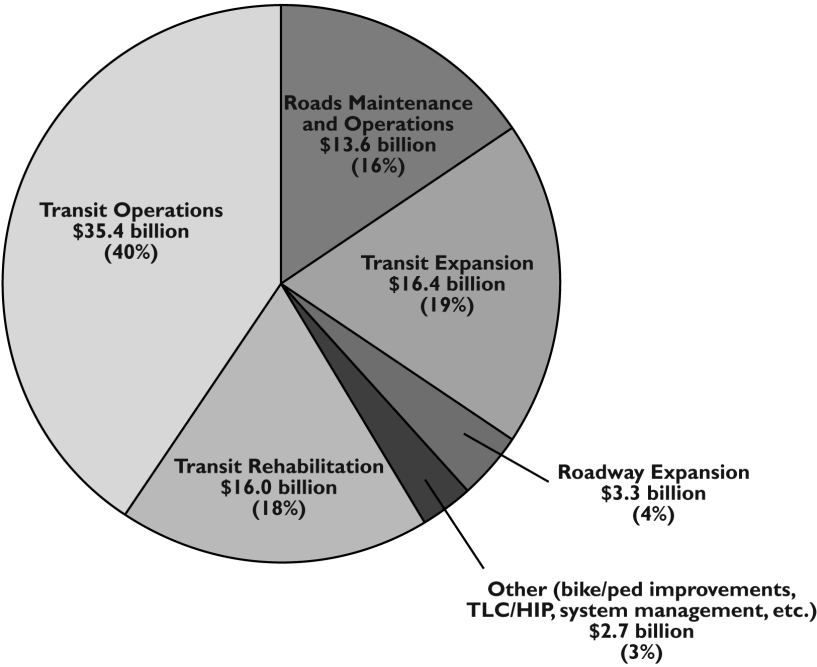
Page 1-17, Figure 1.2-4 should be replaced by the following revised figure:

Figure 1.2-4
Projected-25 Year Revenue Sources
\$87.4 billion



Page 1-17, Figure 1.2-5 should be replaced by the following revised figure:

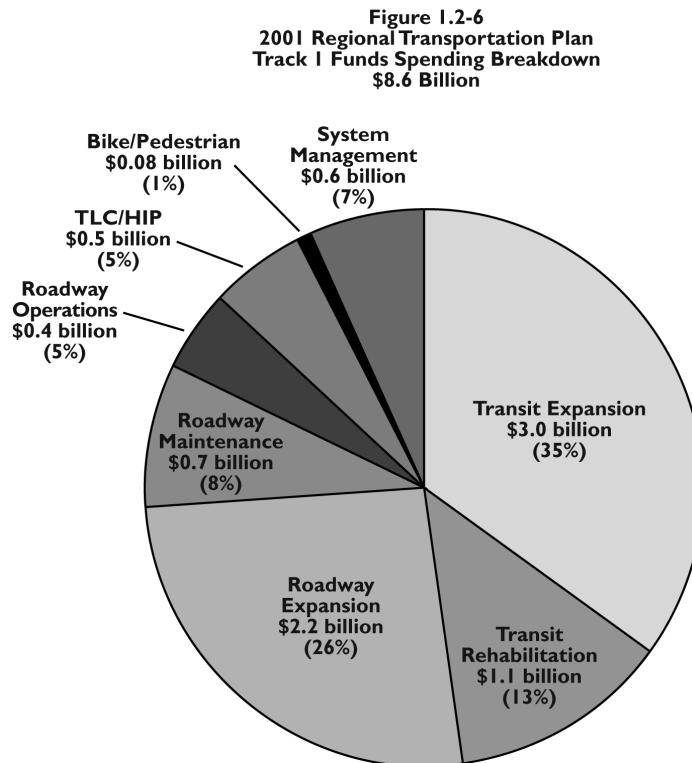
Figure 1.2-5
2001 Regional Transportation Plan
Total RTP Expenditures
\$87.4 Billion



Page 1-18, Track 1 Investments subsection, first paragraph, first sentence:

The focus of the 2001 RTP is on priorities for the use of ~~\$8.6~~ ~~\$7.7~~ billion Track 1 funds over the next 25 years.

Page 1-18, Figure 1.2-6 should be replaced by the following revised figure:



Page 1-19, first paragraph, first sentence, add footnote as follows:

The Regional Transit Expansion (RTEP) projects are identified in MTC Resolution 3427 adopting the final 2001 Regional Transportation Plan. Refer to Appendix G of the Final EIR on the 2001 RTP.

Page 1-19, Blueprint Investments subsection, first paragraph, second sentence:

These funding sources total ~~\$20.4~~ ~~\$20.9~~ billion, and are described as follows:

Page 1-19, Blueprint Investments subsection, fourth bullet:

State sales tax on gasoline: (~~\$5.8~~ ~~\$6.3~~ billion)

Page 1-19, 2001 RTP Investments by Corridor subsection, last sentence, add footnote as follows:

The project listings for Committed Funding and Track 1 have been revised for the final 2001 Regional Transportation Plan. These revisions are reflected in Section 5 of the Final EIR on the 2001 RTP. See also MTC Resolution 3427 adopting the final 2001 RTP, included in Appendix G of the Final EIR on the 2001 RTP.

CHAPTER 2.1: TRANSPORTATION

Revise Text as Follows:

Page 2-10, Accessibility, second paragraph, second sentence:

Compared to 1998, accessibility of households to total jobs would generally decline for auto users and increase for transit users, due to the significant transit investments in both the No Project and Project alternatives (see Table 2.1-8).

Revise Table as Follows:

Table 2.1-8, page 2-11, title should read as follows:

Table 2.1-8: Accessibility of Households to Jobs Opportunities (1998 to 2025)

CHAPTER 2.2: AIR QUALITY

Revise Text as Follows:

Page 2-30, Cumulative Impacts, first paragraph, fourth sentence:

These trends are the effect of the stringent emission controls CARB has adopted for new engines and fuels. On the other hand, PM₁₀ emissions increase compared to current conditions, because they are strongly influenced by growth in vehicle miles or travel, with lesser contributions from tire and brake wear and exhaust. (It should be noted that while projected VMT is increasing due to substantial increases in population, total employment, labor force, and interregional travel, the rate of increase is lower than in the recent past: 1.47 percent compounded per year from 1998 to 2025, compared to 2.22 percent between 1990 and 1998). The attendant increase in travel and PM₁₀ emissions is believed to represent a threat to public health according to BAAQMD.

Revise Impacts and Mitigation Measures as Follows:

Page 2-30, Cumulative Impact:

2.2-2 PM₁₀ emissions are projected to increase substantially due to projected regional growth and the attendant increase in travel. This is considered a cumulative impact. Projected increases in population, jobs, and income are the main contributors to the rise in VMT, the corresponding increase in PM₁₀ emissions, and the associated increased public health risk. Roadway lane miles are projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent. The overall transportation investment strategy in the RTP is expected to decrease projected PM₁₀ emissions on a cumulative basis by including programs and projects to reduce the growth in VMT.

Page 2-31, Mitigation Measures, last sentence:

Further, if a Federal PM-10 attainment plan is required in the future, then MTC will ~~identify appropriate control measures for PM-10 emissions~~ cooperate with the BAAQMD and US EPA in future development of PM₁₀ control strategies for motor vehicles which may be technological or travel behavior based, or both.

CHAPTER 2.3: ENERGY

Revise Text as Follows:

Page 2-35, first full paragraph, last sentence:

The overall energy efficiency estimated for the entire vehicle fleet today is ~~22-21.9~~ mpg, remaining constant for the forecast period.

Page 2-37, Method of Analysis, first paragraph, second sentence:

As explained above, average on-road vehicle fuel economy rates in California are approximately ~~22-21.9~~ miles per gallon in 2000 and are assumed to remain steady throughout the remainder of the planning period to 2025.

Page 2-37, Direct Impacts, first paragraph, second sentence:

Total energy usage is expected to increase by ~~28-47~~ percent ~~between over 1998 and 2025 for both the Project Alternative and the No Project.~~

Revise Tables as Follows:

Table 2.3-4, page 2-37, should be replaced with the following revised table:

Table 2.3-4: Daily Energy Use on Transportation Systems (BTUs in billions) (1998 to 2025)

Alternative	On-Road Vehicle Use	Transit Use ¹	Total Energy
1998	736	26	762
2025 No Project	1,099	29	1,128
2025 Project A	1,092	31	1,123
2025 Project B	1,092	30	1,122

¹ Derived from projected miles of travel and energy intensities for rail and ferry modes calculated from data in APTA, *2000 Public Transportation Fact Book*, March 2000.

Source: Metropolitan Transportation Commission, 2001.

Table 2.3-5, page 2-38, should be replaced with the following revised table:

Table 2.3-5: Carbon Dioxide and Energy (BTUs in billions) (1998 to 2025)

	1998	2025 No Project	2025 Project A	2025 Project B
CO ₂	473.1	687.5	671.9	667.6
Energy	762	1,128	1,123	1,122

Source: Metropolitan Transportation Commission, 2001.

Revise Text as Follows:

Page 2-38, Indirect/Cumulative Impacts, first paragraph, last two sentences:

There would also be cumulative impacts on energy consumption associated with the population and employment induced travel growth in the region between 1998 and 2025 of about ~~29-47~~ percent. This is higher than the population and employment growth rates, ~~but lower than the employment growth rate.~~

Revise Impacts as Follows:

Page 2-38, Cumulative Impact:

- 2.3-1 ~~There will be a cumulative impact in energy use resulting from growth in travel between 1998 and 2025. Projected increases in population, jobs, and income are the main contributors to increased transportation energy consumption. Roadway lane miles are~~

projected to increase by only 5 percent by the year 2025, while population is expected to increase by 19 percent and jobs will increase by 33 percent.

CHAPTER 2.4: GEOLOGY AND SEISMICITY

Revise Figure as Follows:

Figure 2.4-3, page 2-49, change the legend for the Mostly Landslides category from “MA” to “MO”.

Revise Project Impact Table as Follows:

Table 2.4-4, page 2-54, Golden Gate Corridor, fifth project:

<u>Doyle Drive Replacement – US 101 south of the Golden Gate Bridge</u>	<u>>45%</u>
---	----------------

Table 2.4-5, page 2-57, Golden Gate Corridor, third project:

<u>Doyle Drive Replacement – US 101 south of the Golden Gate Bridge</u>

CHAPTER 2.5: BIOLOGICAL RESOURCES

Revise Mitigation Measures as Follows:

Impact 2.5-3, page 2-78, mitigation measure, first bullet, last sentence:

- Consultation shall also be conducted with the CDFG for transportation projects that could adversely affect State-listed candidate, or otherwise special status species, to determine the need for further consultation or permitting actions.

CHAPTER 2.6: WATER RESOURCES

Revise Project Impact Table as Follows:

Table 2.6-3, page 2-96, Golden Gate Corridor, sixth project:

<u>Doyle Drive Replacement – US 101 south of the Golden Gate Bridge</u>	<u>Adjacent to San Francisco Bay</u>
---	--------------------------------------

Revise Mitigation Measures as Follows:

Impact 2.6-1, page 2-99, mitigation measure:

The SWPPP shall be consistent with the State Construction Storm Water General Permit, the *Manual of Standards for Erosion and Sedimentation Control* by the Association of Bay Area Governments, policies and recommendations of the local urban runoff program (city and/or county), and the recommendations of the RWQCB. Preparation of the SWPP shall include a survey of current and historical uses on any land to be converted to transportation uses in order to determine if hazardous chemicals were ever used or released and to identify remedial measures to protect surface and groundwater quality as necessary. Implementation of the SWPPP shall be enforced by inspecting agencies during the construction period via appropriate options such as citations, fines, and stop-work orders.

Impact 2.6-3, page 2-101, mitigation measure:

As the cumulative impacts of the transportation improvements in the 2001 RTP are the same as ~~the direct impacts 2.6-1 and 2.6-2 listed above~~, the mitigation measures for the cumulative impact this impact would also be the same as for the direct impacts.

The MTC shall require that the project sponsors comply with CEQA (and NEPA if appropriate) prior to project approval by MTC. Project sponsor shall commit to mitigation measures at the time of certification of each project environmental document. To mitigate the potential for impacts from construction activities, local permitting agencies shall require preparation and implementation of a SWPPP.

To reduce the long-term potential for additional runoff and erosion, decreased drainage area and groundwater resulting from the increase in paved surfaces, MTC shall require implementation of the mitigation measures listed above for Impact 2.6-2.

CHAPTER 2.7: VISUAL RESOURCES

Revise Project Impact Table as Follows:

Table 2.7-1, page 2-110, Golden Gate Corridor, fifth project:

<u>Doyle Drive Replacement – US 101 south of the Golden Gate Bridge</u>	<u>This project would widen the highway located at the northern terminus of an eligible scenic highway.</u>
---	---

CHAPTER 2.8: NOISE

Revise Mitigation Measures as Follows:

Impact 2.8-2, page 2-132, mitigation measure, third bullet:

- Insulation of public, and under rare circumstance private, buildings or construction of noise barriers around sensitive receptor properties.⁹ [Footnote (9): Currently, neither FHWA nor Caltrans are permitted to install insulation in private residences, except under rare circumstances.]

CHAPTER 2.9: CULTURAL RESOURCES

Revise Project Impact Table as Follows:

Table 2.9-2, page 2-142, Golden Gate Corridor, third project:

<u>Doyle Drive – US 101 south of the Golden Gate Bridge</u>	<u>This project would widen the highway and construct elevated structures and could affect historic and archaeological resources if present.</u>
---	--

CHAPTER 2.10: POPULATION, HOUSING, AND SOCIAL ENVIRONMENT

Revise Project Impact Table as Follows:

Table 2.10-9, page 2-160, Eastshore-South Corridor, third project:

Tinker Ave. extension from Main St. to Webster St.	Extension could displace existing public-institutional uses. Community disruption could also occur.
---	--

CHAPTER 2.11: LAND USE

Revise Criteria of Significance as Follows:

Criterion 1, page 2-171:

- **Criterion 1: Converts resource land to transportation use.** Implementation of the 2001 RTP would have a potentially significant impact if it converts important agricultural lands, open space, mineral resources, or other natural resources for the development of transportation

facilities. Such conversion from natural resource use would be significant whether or not the proposed facility is consistent with local or regional plans.

Revise Text as Follows:

Page 2-171, Conversion of Resource Land to Transportation Use, first paragraph, third sentence:

Important natural resource lands include prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control.

Page 2-172, Direct Impacts, Conversion of Resource Land, first paragraph, first sentence:

Table 2.11-4 identifies the transportation improvements in the 2001 RTP that could result in the conversion of agricultural, open space, mineral resource, and natural resource lands to transportation use.

Revise Project Impact Tables as Follows:

Table 2.11-4, page 2-173, Golden Gate Corridor, third, fifth, and sixth projects:

	<u>US 101 northbound and southbound HOV lanes between Marin County line and Old Redwood Highway</u>	<u>Conversion of adjacent agricultural lands;</u> <u>Conversion of adjacent MRZ-2 lands</u>
	<u>US 101/Tiburon Boulevard interchange improvements: widen southbound offramp</u>	<u>Conversion of adjacent MRZ-3 lands</u>
	<u>Doyle Drive Replacement – US 101 south of the Golden Gate Bridge</u>	<u>Conversion of parklands for minimal right of way requirements</u>

Table 2.11-4, page 2-173, North Bay East-West Corridor, first and second projects:

North Bay East-West	<u>Widen Rte. 12 from 2 to 4 lanes between I-80 and Rte. 29 (Jameson Canyon)</u>	<u>Conversion of adjacent prime agricultural lands and grazing lands;</u> <u>Conversion of adjacent MRZ-3 lands</u>
	<u>Route 12/29 grade separation</u>	<u>Conversion of adjacent MRZ-3 lands</u>

Table 2.11-4, page 2-173, Eastshore-North Corridor, fourth project:

<u>Extend I-80 westbound HOV lane from north of Cummings Skyway to Route 4</u>	<u>Conversion of adjacent MRZ-3 lands</u>
--	---

Table 2.11-4, page 2-173, Delta Corridor, first project:

Delta	Upgrade Route 4 to full freeway from I-80 to Cummings Skyway	Conversion of adjacent grazing lands; <u>Conversion of adjacent MRZ-3 lands</u>
-------	--	--

Table 2.11-4, page 2-173, Eastshore-South Corridor, first, third, and fourth projects:

Eastshore-South	Widen Union City Blvd. from 4 to 6 lanes from Paseo Padre Ave. to Industrial Pkwy.	Conversion of adjacent prime agricultural lands; <u>Conversion of adjacent MRZ-2 lands</u>
	<u>Widen Thornton Ave. from 2 lanes to 4 lanes between Gateway Blvd. To Hickory St.</u>	<u>Conversion of adjacent MRZ-2 lands</u>
	<u>Route 238 (Hayward Bypass); four lane expressway from Harder to Industrial Parkway</u>	<u>Conversion of adjacent MRZ-2 and MRZ-3 lands</u>

Table 2.11-4, page 2-173, Fremont-South Bay Corridor, second project:

<u>Route 84 southbound HOV extension from Newark Blvd. to I-880</u>	<u>Conversion of adjacent MRZ-2 lands</u>
---	---

Table 2.11-4, page 2-173, Silicon Valley Corridor, third project:

<u>Widen US 101 from 6 to 8 lanes with HOV lanes from Metcalf Road to Cochrane Road</u>	<u>Conversion of adjacent MRZ-2 and MRZ-3 lands</u>
---	---

Table 2.11-4, page 2-173, Diablo Corridor, first project:

<u>Diablo</u>	<u>Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda</u>	<u>Conversion of adjacent MRZ-2 lands</u>
---------------	---	---

Table 2.11-4, page 2-173, Tri-Valley Corridor, first project:

<u>Tri-Valley</u>	<u>Widen I-580 to add an HOV land in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore</u>	<u>Conversion of adjacent MRZ-2 lands</u>
-------------------	--	---

Table 2.11-4, page 2-173, Peninsula Corridor, first project:

<u>Peninsula Corridor</u>	<u>Route 92 from US 101 to Route 280: add westbound passing lane</u>	<u>Conversion of adjacent MRZ-3 lands</u>
---------------------------	--	---

Revise Impacts and Mitigation Measures as Follows:

Page 2-175, Impact 2.11-1:

Construction of certain transportation improvements in the 2001 RTP, such as the expansion of existing facilities and the construction of new facilities, could convert resource lands, including prime agricultural lands designated by the State of California, Department of Conservation Mines and Geology Mineral Resource Zones 2 and 3 (MRZ-2 and MRZ-3), and parks and open space lands in public ownership or control, to transportation uses.

Impact 2.11-1, page 2-175, mitigation measure, fourth bullet:

The purchase of agricultural land conservation easements on land of at least equal quality and size as partial compensation for the direct loss of agricultural land.

CHAPTER 3.1: ALTERNATIVES TO THE PROJECT

Revise Text as Follows:

Page 3-3, Blueprint 2 Alternative (Alternative 4), second sentence:

Potential funding sources include higher federal and state gasoline taxes, a state sales tax for transportation, even higher bridge tolls, etc.

Revise Tables as Follows:

Table 3-1.3, page 3-4, title should read as follows:

Table 3.1-3: Accessibility of Households to Jobs (1998-2025)

Table 3.1-6, page 3-7, should be replaced with the following revised table:

Table 3.1-6: Average Daily Vehicle Miles Traveled (VMT), Energy (billions of BTUs), and Emission Estimates using EMFAC 7G Factors (tons/day) (1998 to 2025)

	1998	2025 No Project	2025 Project A	2025 Project B	System Management	Blueprint 1	Blueprint 2
Average Daily VMT (000s)	128,369	191,768	190,587	190,450	189,976	190,163	189,391
ROG	178.40	49.3	46.8	46.52	46.40	46.5	46.3
PM ₁₀	64.0	91.9	91.4	91.3	91.1	91.1	90.7
CO	2,044.36	795.3	779.3	777.4	774.2	776.3	773.72
NO _x	251.37	146.5	146.3	147.4	145.9	147.2	146.70
CO ₂	473.1	687.5	671.9	667.6	666.4	669.2	666.5
Energy	762	1,128	1,123	1,122	1,120	1,131	1,153

Source: Metropolitan Transportation Commission, 2001.

Table 3.1-7, column 1, page 3-9, should be modified as follows:

Energy

The No Project alternative uses ~~less~~ slightly higher energy for vehicle and transit operations compared to the Project ~~and the other~~ Alternatives. It would use the least energy for construction since it does not implement any new projects other than those that are already committed.